

Fight Against Franchise.

The citizens' meeting held in Lang's Hall, East Orange, on Wednesday night, was attended by only thirty-four persons, notwithstanding the widest publicity had been given to the fact that a meeting would be held. No new arguments were advanced against granting the franchise, but all present were opponents of the proposed trolley line.

Colonel Marvin Dudd spoke against the franchise on the proposed route. It should be on the least objectionable route, should be limited, and should be paid for adequately.

William Heege said an effort should be made to have action postponed until the questions involved should be thoroughly understood by the Council. If the Council could give the promoters a private hearing it could give the citizens the same privilege.

Hugh Lamb said the citizens were "shut out" in the Central Avenue case, and he feared the same thing in the cross-town matter. He was certain that the decision to a proposed franchise was general.

Mr. Summerwell said that Mr. Eppler had failed to carry out his tactics in Valleburg, and when the Council of the borough had amended his petition he had not paid the Council, as he had agreed.

Mr. Summerwell said that the consentances in McKinley Avenue should be required, as it was understood that the majority of the franchise was not represented. Most of it, he said, belonged to the Lackawanna Railroad, and when its tracks were depressed there would be only a twelve-foot roadway left.

Theodore Werner said that if the railroad would benefit the city at large, the city should force the company to reimburse owners for private property damaged. No cross streets in East Orange were wide enough for trolley tracks, and a single track should not be tolerated. For double tracks the streets should be widened and the trolley company should pay for it. Mr. Werner said that Mr. Eppler did not want to pay anything for the franchise because the road would not pay.

"Isn't it as clear as daylight that this road is to be built only to be sold?" demanded Mr. Werner. "I'd like to see the people of East Orange who have occasion to travel from Bloomfield to Elizabeth during the year gathered to gether. There would not be enough to pay for the running of one car."

Councilman Jackson, in reply to a question, said that there was at present but one copy of the franchise submitted by the company, but other copies were to be prepared.

Henry W. Aders attacked the company's methods of securing consents, and Hugh Lamb spoke again on the matter of payment for the franchise. The company should pay its full worth and not get off for one-twelfth of its value, as was the case with the Central Avenue franchise.

W. H. Brearly, of the mass meeting committee, said that as there were many people out of town for the summer, action should be delayed by the Council for at least a month to enable these citizens to take part in the discussion.

Mr. Summerwell said that both ends of the road were tied up, neither Elizabeth nor Bloomfield having granted any franchise, and he thought it unwise for East Orange to give rights of way for the middle of the proposed route.

These citizens were appointed as the committee to confer with the Council: Colonel Marvin Dudd, W. H. Brearly, John Cahill, F. F. Haydon and Edward K. Summerwell. The committee will appeal to the Council Monday night for a postponement of action.

MORE WATER MAINS

ORDERED LAID IN THE SOUTHERN PART OF THE TOWN

Mains Will Extend to Newark City Line Prospects for a Remarkable Development South of Watsessing Avenue Large Increase in Tax Valuations

Within the past two years there has been an increase of upwards of \$100,000 in the tax valuations of that portion of the town lying between Watsessing Avenue and the Newark city line. An Italian colony has settled on the site of what was once known as Silver Lake, and the settlement occupies Newark, Belleville and Bloomfield territory. Bloomfield's tax valuations in its portion of the colony now amount to about \$30,000, and are steadily increasing, and it is said to the credit of the newcomers that they pay their taxes promptly.

In Knowlton Place over a score of houses have been built, mostly by men employed in the nearby factories. On the south side of Watsessing Avenue between Berkeley Place and Grove Street a row of fourteen dwelling-houses is to be erected.

Over along the line of the Lackawanna Railroad an industrial development is going on that will have an important bearing in the development of the southern part of this town. There are the Sprague Electric Works, which it is said will be absorbed by the General Electric Company, one of the largest industrial concerns in the world. South of the Sprague Works, between Grove Street and Springdale Avenue, is the Morris Electric Company, which has just been made a part of a large electric manufacturing combination and the plant greatly enlarged, and then there are the well-known Crocker-Wheeler Works at Amperes. These several industries are steadily growing and will employ thousands of men, who will some day be looking for homes within walking distance of their places of employment.

The above are a few of the indications that a hitherto unimportant and undeveloped section of this town is on the eve of undergoing a great change, and with the change will come important problems for the Town Council to deal with. New streets will be opened and sewers, water mains and street lights will be demanded.

In regard to water the Council took important action Monday night, when a petition for water mains to give the residents in the Italian colony the benefit of the city water was referred to the Water Committee with power. The water mains will be extended down Bloomfield Avenue from Grove Street to Belmont Avenue, and possibly three fire hydrants placed. Another water petition also referred with power to the Water Committee was for the extension of the water main on Watsessing Avenue from Berkeley Avenue to Grove Street.

Serious Fire

While the Town Council was in session Monday night fire-alarm box No. 67 sounded an alarm. Chief Engineer Higgins, who was at the Council meeting, shot out of the room in a twinkling, closely followed by Assistant Chief Eichhorn. Councilmen Unanget and Harrison, who are also firemen, were excused by Chairman Peterson and hurried off to the fire. The fire was in former Assistant Chief Charles Ashley's house in Glenwood Avenue near Maolie Avenue, and the building was badly damaged and the furniture ruined.

Mr. Ashley was at home at the time, but his wife and mother were away. He was on the first floor reading a paper, when a boy ran in and informed him that his house was on fire. Mr. Ashley thought at first that the lad was joking, but upon going into the yard discovered that the whole upper portion of the structure was in flames.

Edward E. Baldwin sent in an alarm from box 67, while Mr. Ashley carried out his children and valuables. The firemen made short work of the blaze. The fire was caused by a lamp explosion. The damage was about \$800, fully insured.

TOWN COUNCIL

FIRST AUGUST MEETING HELD MONDAY NIGHT.

Essex Cross Railway Franchise Not Acted On - Petitions for Water Mains Granted - Some Street Matters Discussed.

The Town Council held its first August meeting on Monday night with all members present.

President Eppler of the Essex Cross Railway Company was present at the meeting and addressed the Council on the matter of the company's franchise ordinance now before that body. Mr. Eppler told of the arduous work he had been doing of late in the several municipalities where the company has franchise applications pending, and as Bloomfield was prominently at the head of the line he had to have the ordinance passed and discussed. Any amendments that any one desired to make in the ordinance, Mr. Eppler said, could be offered within sixty days from the date of the ordinance, and he assured the councilmen that any reasonable amendments would be complied with.

When in the usual course of business a report from the Legal and Franchise Committee was called for, Mr. Moore, Chairman of that committee, made a progress report and the matter was laid over until the next meeting.

Mr. Walker's suggestion that each member of the Council be furnished with a copy of the franchise was adopted and Attorney Halfpenny was requested to procure several copies. Mr. Walker made some general remarks on the subject of franchises, and declared himself opposed to a perpetual franchise as a franchise that did not secure to the people the largest possible benefits in emoluments and privileges. Bloomfield, Mr. Walker said, had given away too many free franchises, and the town's experience with corporations had not been a pleasant one. The town, he said, had no hold on any of the corporations using the public highways.

Mr. Farrand reported for the Street Lighting Committee that the lights petitioned for in Second Ward streets had been placed and that a rearrangement of the Bloomfield Avenue arc lights had been made for the benefit and convenience of Brookside Place residents. In connection with the work of the Public Grounds Committee Mr. Farrand stated that there were a number of old trees in several parts of the town that were in a dangerous condition and ought to be cut down. The matter was referred with power to the Public Grounds Committee.

Mr. Conlan submitted the financial report of Town Treasurer Osborne for the month of July, and also recommended the issuing of a town note for \$550 to defray the bills for the Morton Street sewer.

Chief of Police Collins reported four arrests and \$25 collected in fines during July.

Mr. Conlan introduced an ordinance prohibiting the removal of horses' bridles for purposes of feeding the animals along the public highways. Several serious runaway accidents, it was said, had occurred owing to this negligent practice.

Mr. Walker made a strong plea for a drain pipe across Franklin Avenue for the purpose of abating a nuisance. Mr. Conlan of the Road Committee said that a drain pipe was needed there, but the Road Committee had the matter under consideration.

The Pending Franchise.

It is understood that the application of the Essex Cross Railway Company for a franchise, is being held in abeyance by the Town Council until the Councilmen agree on a set kind of terms and conditions the company makes with other municipalities in return for a franchise, and when Bloomfield will demand equal compensation with the most favored town.

The East Orange franchise, if granted, will probably be the model for the franchise ordinances in all the other municipalities to which the Essex Cross Railway Company has franchise applications pending, and the probability is that if East Orange grants a franchise all the other towns will fall in line.

The Essex Cross Railway scheme is perhaps of more local importance to Bloomfield than to any other municipality along the line of the proposed railway. It will have a tendency towards the improvement of a piece of swamp land near the centre of the town, and for that reason alone the project is deserving of encouragement.

Annexation Talk.

Annexation talk is being indulged in again to a greater or less extent. The latest agitation for annexation is attributed to some disgruntled Newark brewers who feel that they have been discriminated against in the granting of licenses in this town, and that the people here are deprived of the opportunity of enjoying certain brands of beer. It is true that some representatives of Newark breweries are very much disappointed over the allotment of licenses here this year, but it is hardly possible that a brewer will go the extreme of trying to overthrow the town government for the sake of making a place for his special brand of beer in this locality. A local politician says that an annexation bill will be submitted to the Legislature next winter which will provide for annexing Bloomfield, Belleville, and Nutley to Newark.

The annexation schemes that are hatched outside of the town, and founded on personal grievances of a business nature are not likely to prove formidable, but it is nevertheless a proper thing to know that they are afloat and avoid being taken again by surprise.

There are a score or more of the largest paying citizens of this town who are in favor of annexation to Newark, but they do not propose that their desire and influence shall be used for the purpose of furthering any one's political ambitions, and consequently they are adding their time until a strong public sentiment runs in the way they deem wisest to move, and then they will take prompt and decisive action. The causes that prompt certain influential citizens to advocate annexation are still extant in the political life of the town, and there is not much prospect of their removal.

An issue has of late years been injected into local politics that has made matters of public policy subservient to it, and is in a large sense responsible for the political conditions that the annexationists deplore. These same annexationists must bear in mind that the change in government that brought into prominence the baneful issue with all its consequences was a change advocated and advised by them.

Concerning Sidewalks

TO THE EDITOR OF THE CITIZEN:

SIR: While the adoption of the town act may have proved beneficial to Bloomfield in many respects, it abruptly put a stop to a commendatory custom that was in vogue here and which was of incalculable value and benefit. The custom in question was the method of putting down old flagstone sidewalks. Under the old system more flagstone sidewalk was put down in a single year than has been put down during the several years that the town act has been in effect.

It is a matter of regret that such a useful custom was abolished, and the stagnation of sidewalk construction that followed its abandonment has been detrimental to the town. It is claimed that if Bloomfield the town act, instead of putting a stop to one of the most beneficial of public conveniences, has on the other hand served as a stimulus to sidewalk construction. In the Borough of Glen Ridge much more stone sidewalk has been put down under thorough government than was put down under the easy method that prevailed when Glen Ridge was a part of the township of Bloomfield.

The flagstone sidewalk problem is one requiring the attention of the Town Council. The advocates of the town act promised that it would prove a stimulant to improvements in road and sidewalk matters. In the case of the latter the prophecy does not appear to have met fulfillment, for some unexplained reason. Some say it is because the Town Council has failed in the exercise of the powers vested in it in regard to sidewalks. If that is the case the remedy is at hand and should be applied. There is pressing need of improvement in the matter of sidewalks, and such property-owners on important thoroughfares who refuse or neglect to put down flagstone sidewalks should be sharply reminded of their duty to the public.

PEDESTRIAN.

TOWN COUNCIL

DEMAND FOR WATER AT THE PUBLIC FOUNTAIN.

Osborne and Charles Street Improvements Accepted - Council Hears from State Sewerage Commission - Progress on Essex Cross Railway Franchise Application.

At the regular meeting of the Town Council on Monday night all the members were present except Dr. V. F. Harrison of the Second Ward, who was reported ill.

Town Clerk Johnson stated that notices relative to the Charles Street and Osborne Street improvements had been published as directed, and that no objections had been filed.

The Council voted to accept the streets and order the Board of Assessments to ascertain the total cost of the improvements, and proceed to lay the assessments upon the property benefited.

The ordinance prohibiting the removal of bridges from horses for the purpose of feeding the animals along the public highways passed its final reading. The penalty is \$5 for each violation.

The ordinance regulating the speed of automobiles and other horseless vehicles passed its final reading. The speed allowed is eight miles an hour and four miles in turning corners. The penalty is \$20 for each offence, or imprisonment in the county jail for a period not exceeding thirty days.

Councilman Walker offered a suggestion that the town establish a system of registry for automobiles and compel each machine to be numbered or to bear the owner's name. The suggestion was not acted on.

On motion of Councilman Unanget of the Police Committee a vote of thanks was tendered by the Council to G. Lee Stout for the several years' use of his property free of charge as a site for the police station. Mr. Unanget reported that the ground formerly occupied by the police station had been cleared and put in a condition satisfactory to Mr. Stout.

Councilman Conlan of the Sewer Committee reported to the Council that upon recommendation of the plans for the drainage of surface water from the business centre, it was the opinion of the Sewer Committee and the engineers that the 24-inch drain pipe that it was originally proposed to lay in Conger Street was too small, and the Sewer Committee asked to be authorized to use a 30-inch pipe instead. Mr. Conlan stated what the additional cost would be, and the Council authorized the change.

Councilman Unanget stated that a number of local merchants, teamsters and others had asked him why the water was not turned on at the public fountain in the Centre.

Mr. Farrand of the Water Committee said that Dr. Harrison, Chairman of the Committee, and also a member of the State Board of Veterinarians, had closed the fountain some time ago, on account of the prevalence of glanders.

Mr. Unanget replied that the fountain in Montclair, Orange and other places were not closed, and he thought the one in the Centre had been a useless ornament long enough.

After considerable discussion Councilman Unanget's motion to instruct the Water Committee to turn on the water in the fountain was carried.

Dr. Harrison, however, who is ill at Green Pond, will be communicated with first by Clerk Johnson, and his advice sought in the matter.

Councilman Woods of the Legal and Franchise Committee made the usual progress report on the Essex Cross Railway Company's application for a franchise, and action on the application was postponed until the next meeting of the Council.

Councilman Moore of the Sidewalk Committee said that a number of complaints had been received about the weeds that were allowed to grow along the sidewalks and gutters in various sections of the town, and cited Montgomery Street, just beyond the Morris Canal bridge, in particular. The Council decided to enforce the ordinance, and Clerk Johnson was directed to notify property-owners.

A. F. Olson, Superintendent of the Fire-Alarm System, at the request of Mr. Moore made a statement about the progress of the work of taking down the old wires of the fire-alarm system and stringing new ones.

The Board of State Sewerage Commissioners, through its Secretary, John S. Gibson, notified the Council that a meeting of the Board would be held in Newark on Wednesday, the 27th inst., for the purpose of discussing Passaic Valley sewerage, and it was desired that the town of Bloomfield be represented at the meeting. Chairman Peterson designated the Sewer Committee of Council to attend, and on motion of Mr. Conlan of the Sewer Committee, Chairman Peterson was also included in the committee to represent the town.

school children of Canton who could not be kept from letting fall their

Chiles. Our country is united to-day in ad-

Kinley's portrait London bus dri-

their windows and clear crepe on their

about two months.

Clinton Street, Bloomfield.—Advt.

Banner, and "Bally Round the Flag."

